

BookletChart™



Near Islands – Buldir Island to Attu Island

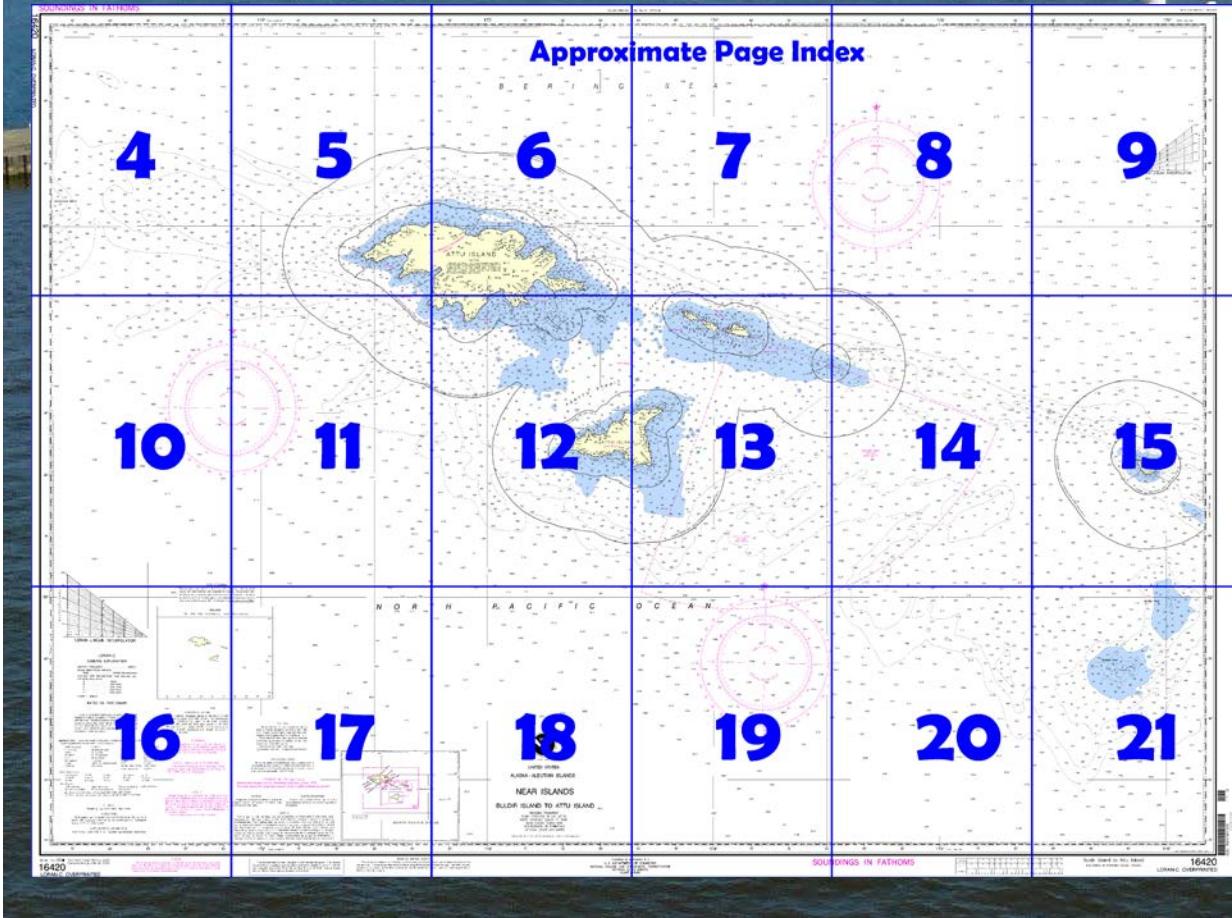
NOAA Chart 16420

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

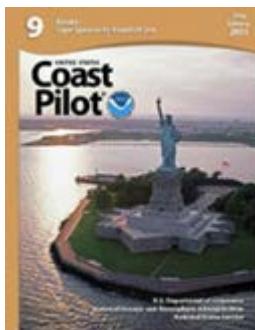
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=9.



(Selected Excerpts from Coast Pilot)
The **Near Islands** include the Semichi Islands and Attu and Agattu Islands. **Attu Island**, the westernmost of the Aleutians, is 15 by 35 miles in extent and is indented by many bays and long inlets. The terrain is rugged and has practically no large level area. The bays on Attu Island offer a striking similarity. They are apparently formed by submerged valleys between mountain ridges. The heads of the bays are fed by streams which have carried down enough sand to give a good holding ground. The exception to this is Holtz Bay, which is rock and sand. At the head of each bay is a crescent-shaped, sand beach with a more or less high bank of sand across the middle. A course down the middle of the bay, with the exception of

Massacre Bay, was found to be clear; all that have been investigated show deep water close inshore. Some have rocks along the shore but these are easily seen. Anchorages are in from 10 to 15 fathoms, sand bottom. The best method is to head into the bay until these depths are reached and anchor. At the heads of most of the bays are barabaras (huts) built by the Aleuts for use during the fur-trapping season.

Currents.—Strong currents may be encountered along the N coast of Attu Island, and while variable, the consensus seems to be that they follow strong winds and are noticeably affected by the weather. In calm weather the set is generally SE.

Caution.—Earthquake activity, in 1975, in the Attu Island area has caused a bottom uplift of 4 to 7 feet at various locations in Massacre Bay. Until more complete information is developed, mariners are advised to exercise extreme caution as depths may vary from those charted and mentioned in the Coast Pilot.

Pilotage, Attu Island.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Aleutian Islands are served by the Alaska Marine Pilots. (See

Pilotage, General (indexed), chapter 3, for the pilot pickup stations and other details.)

Buldir Island is an isolated island between Kiska Island and the Semichi Islands. This island forms an excellent landmark for the W Aleutians. The island is about 4 miles long and 2 miles wide, rugged and mountainous. The highest summit 2,150 feet, is on the S part of the island. Two lesser summits 2,013 and 1,768 feet, are on the NE end. High, steep landslides are along the E end and on the SW side. The shores, in general, consist of cliffs either rising from the water's edge or backing, narrow rock and sand beaches. The island is a bird refuge.

A chain of bold rocks and conspicuous islets extends 1.2 miles NW from Buldir Island. The outermost of the three islets is 442 feet high, dome shaped, and an excellent landmark. It can often be seen by vessels passing to the N when Buldir Island is obscured by fog or thick weather. Tide rips are generally in evidence along the submerged ridge that extends 1.8 miles NW from the islet, but no dangerous shoals or reefs are on the ridge.

At the E end of the island are several groups of rocks, the farthest being about 0.3 mile offshore. The S coast is foul alongshore and should be approached with caution. Other shores are less rocky. Heavy kelp nearly encircles the island and probably marks all inshore dangers. Vessels passing Buldir Island on any course should stay outside the 50-fathom curve.

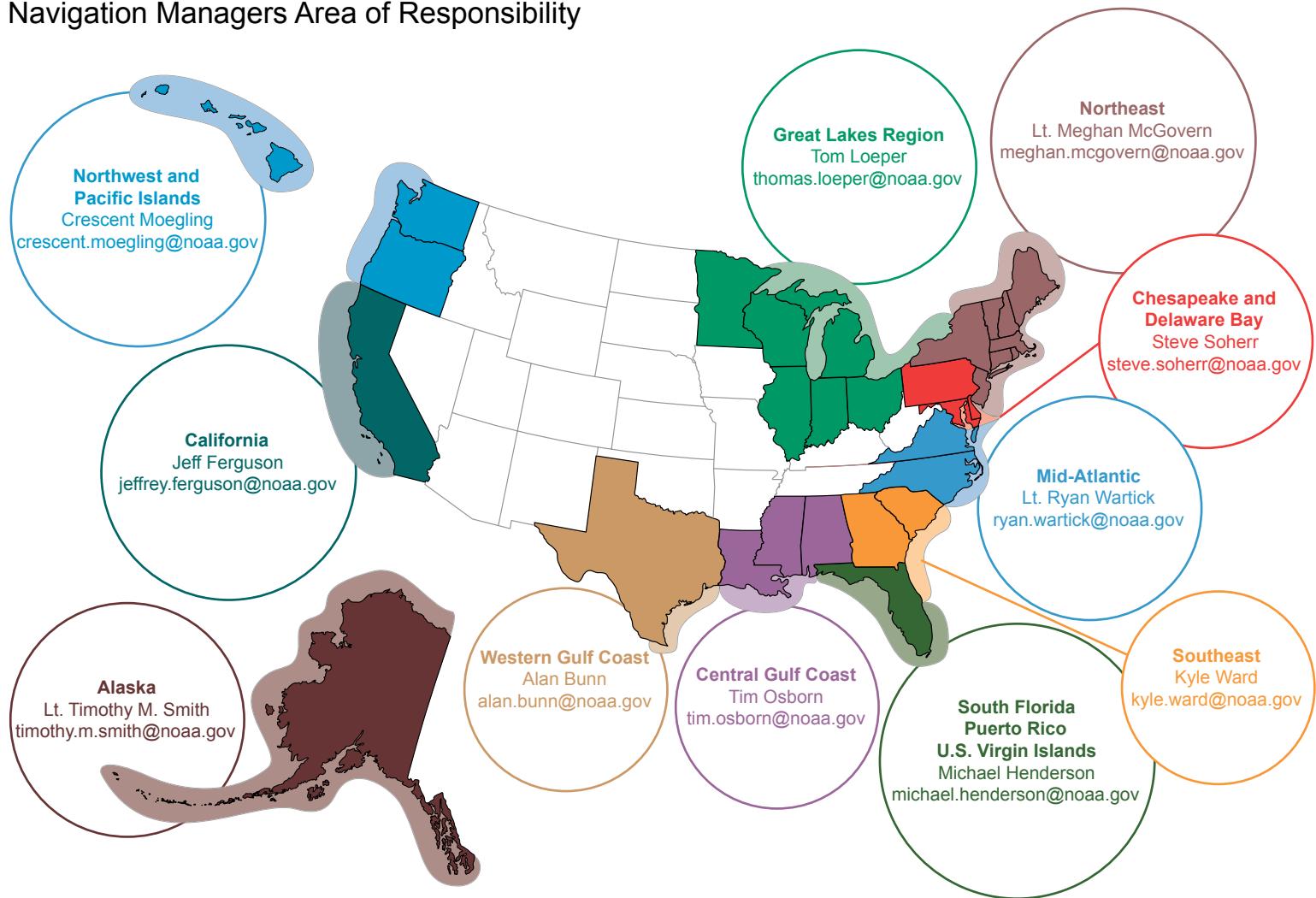
The SE to the NW shore of Buldir Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around this rookery which encompasses the entire island. (See **50 CFR 223.202**, chapter 2, for limits and regulations.)

The anchorage on the NW side of Buldir Island is the shallow bight formed by the island and the chain of rocks and small islets that extend to the NW. With the exception of the narrow valley opposite the anchorage, the slopes rise precipitously from the shoreline to the peaks. The sandy beach at the mouth of the valley affords the best landing on the island and a small stream empties into the bight at this point. Good anchorage, free from strong currents, can be found in 15 fathoms, sand bottom, with the middle of the beach bearing **170°**. The anchorage affords adequate protection in fresh SE to SW weather but not in severe storms from any direction. Anchorage suitable for moderate E weather can be found in 15 to 20 fathoms 1 mile from shore just S of the chain of rocks and islets.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

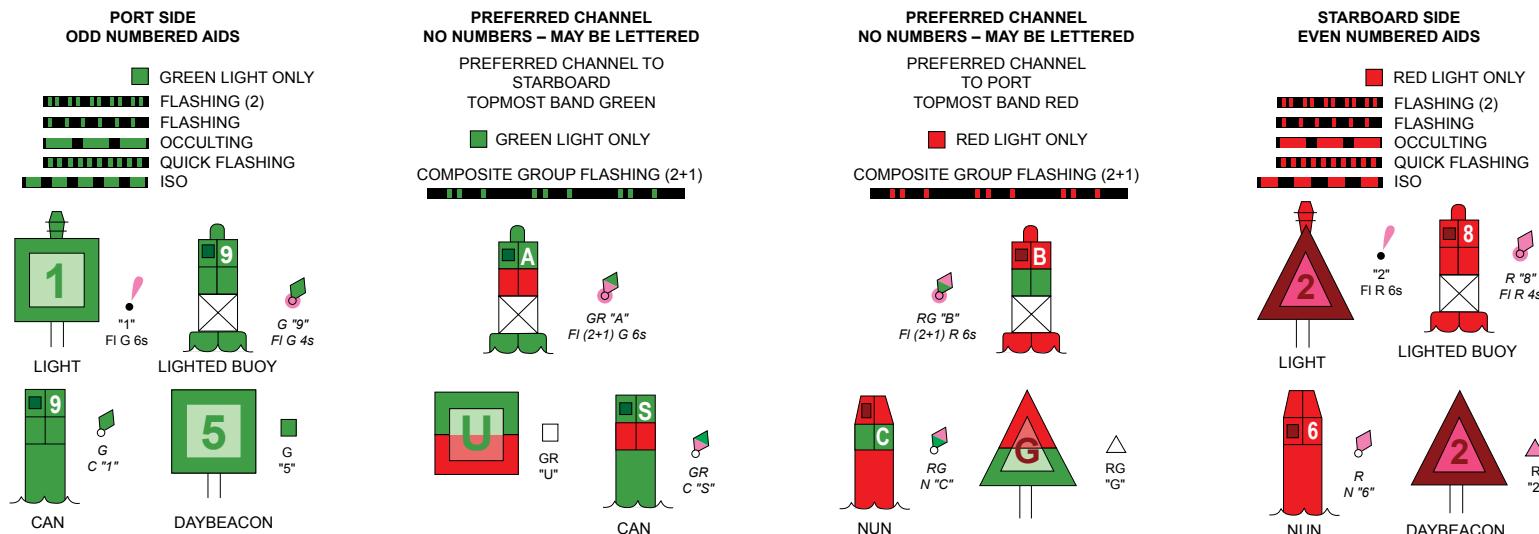
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

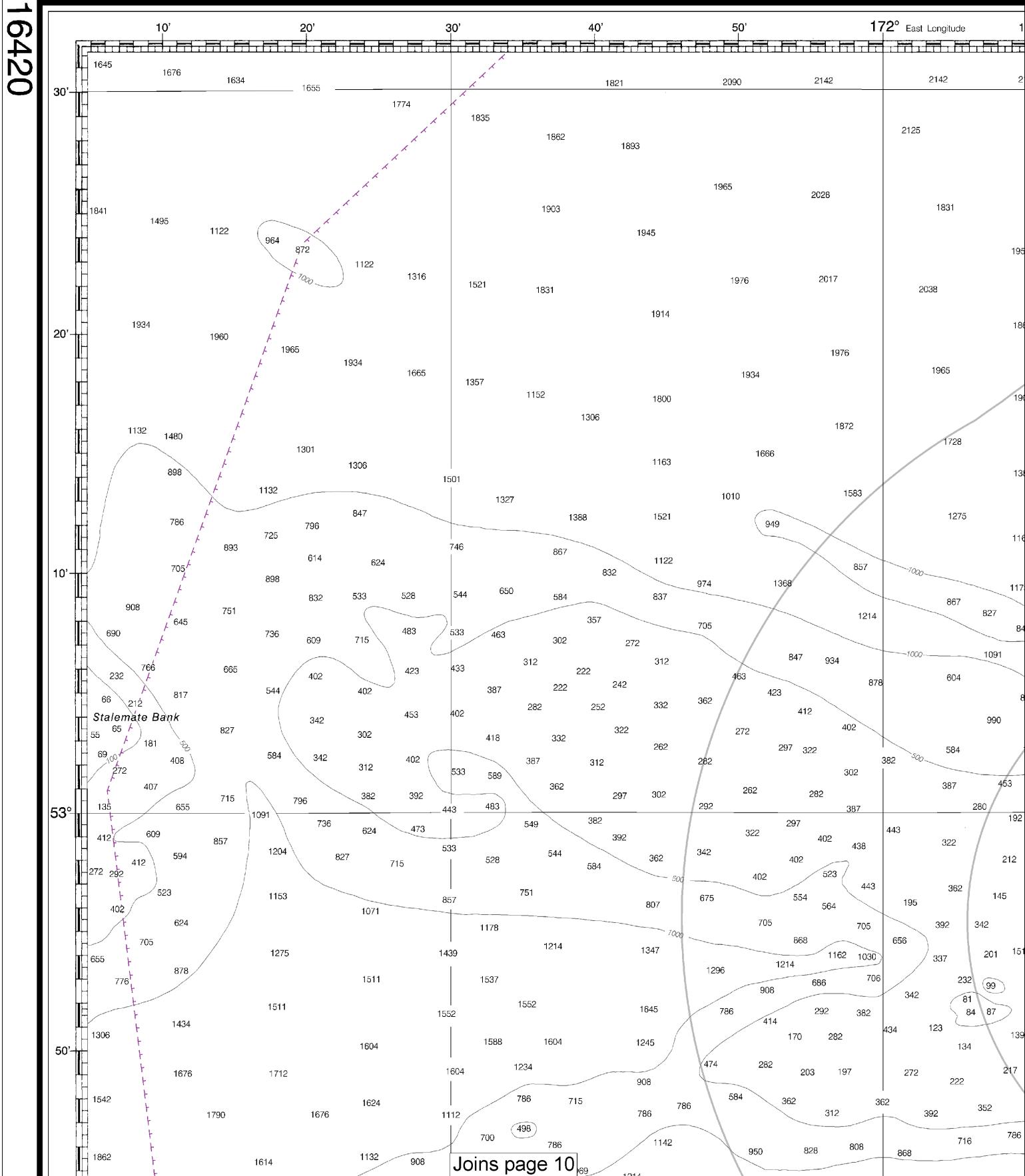
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

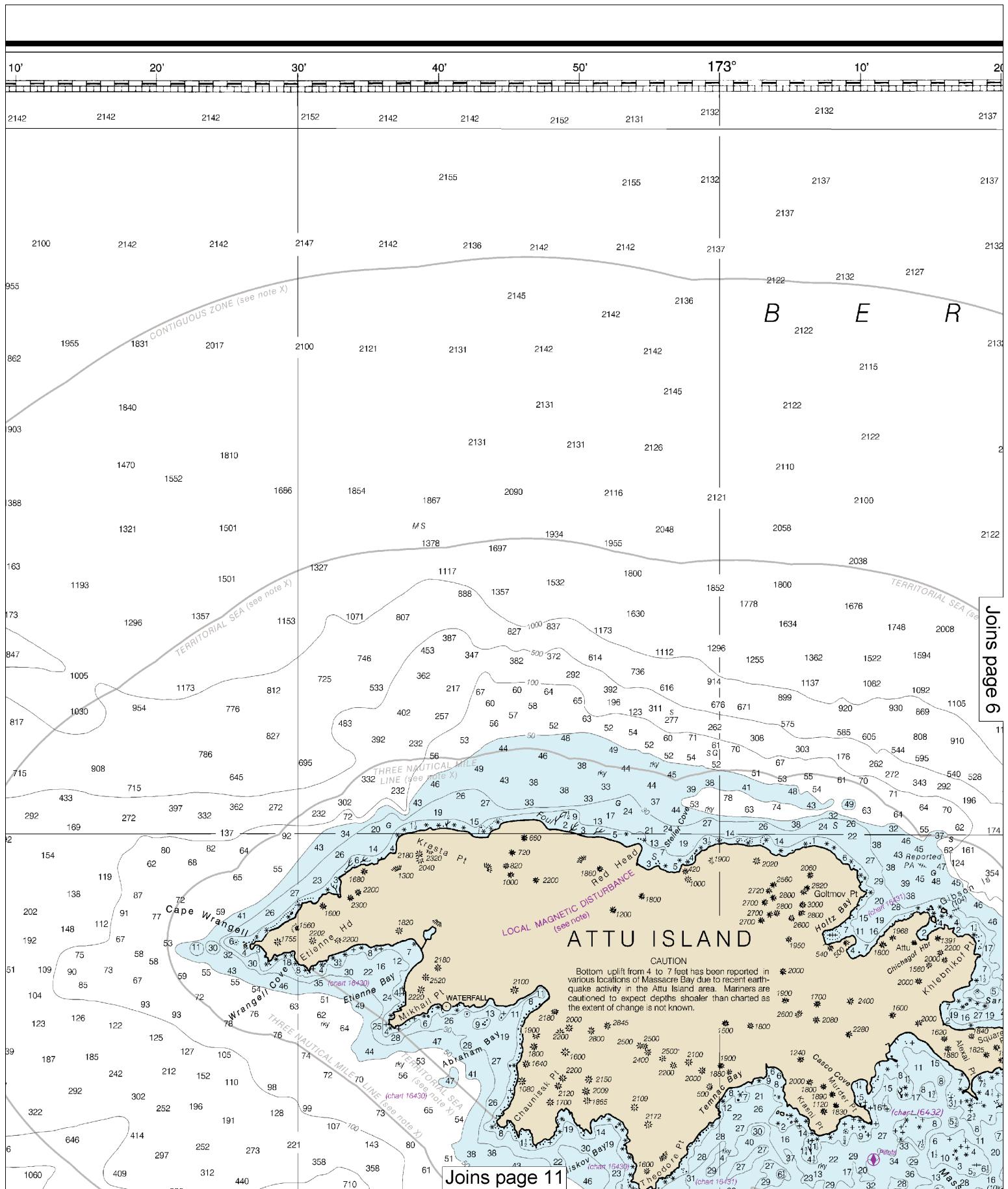
SOUNDINGS IN FATHOMS

16420



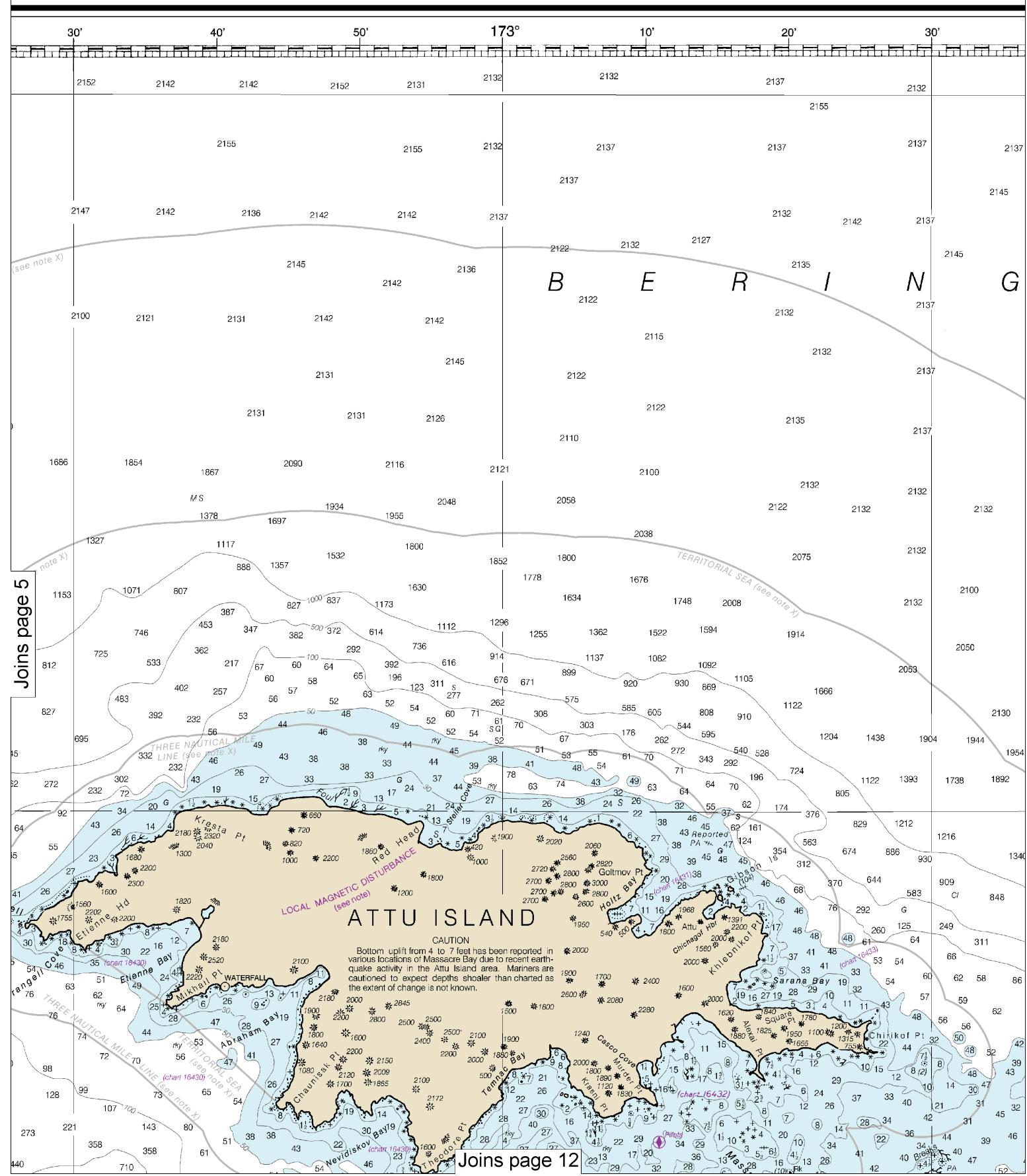
4

Note: Chart grid
lines are aligned
with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:400000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Join s page 5



Note: Chart grid lines are aligned with true north.

S E A M A R K S

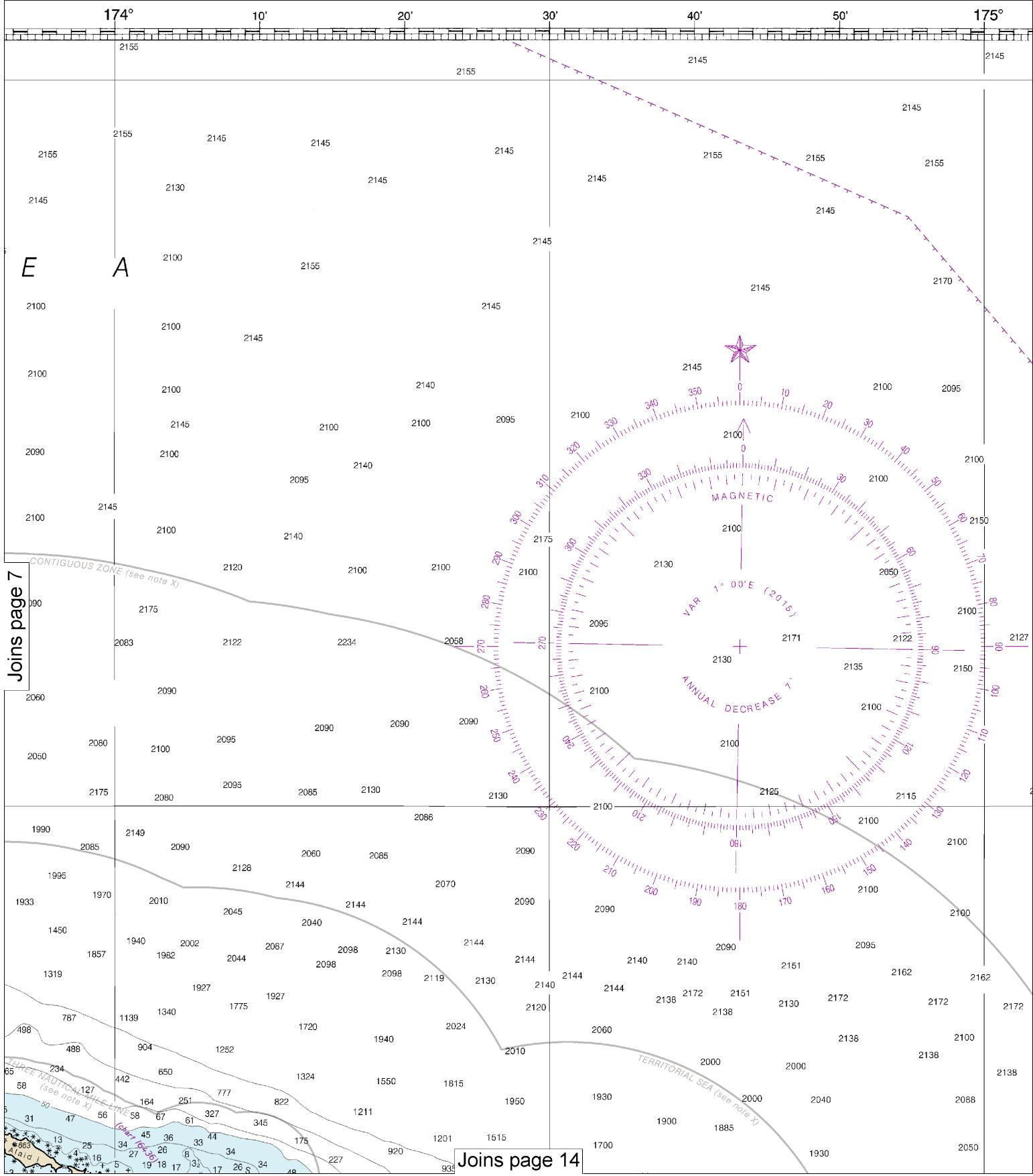
- CONTIGUOUS ZONE (see note X)
- MAGNETIC
- VAP
- ANNUAL DECREASE
- TERRITORIAL SEA (see note X)

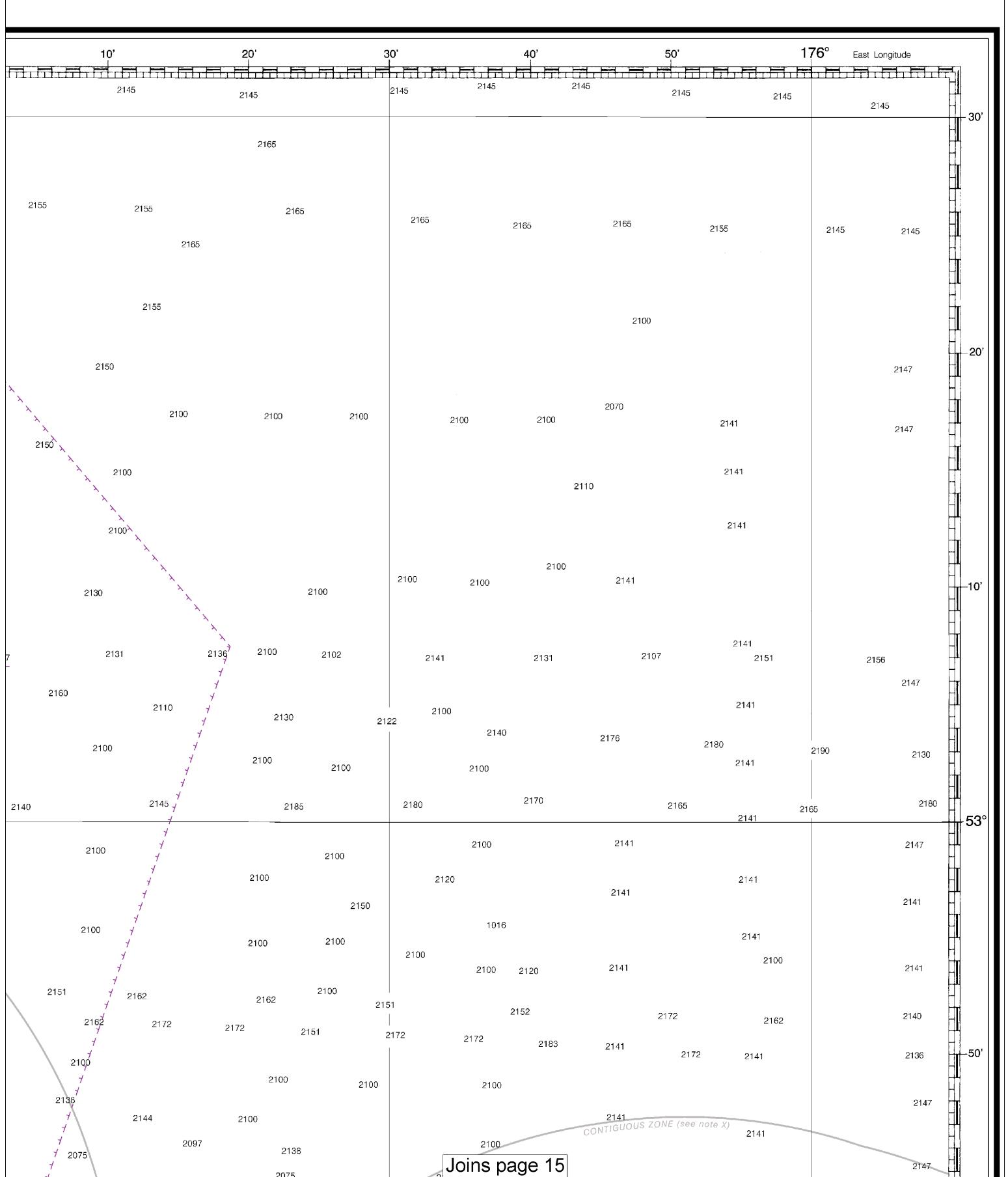
JOINS

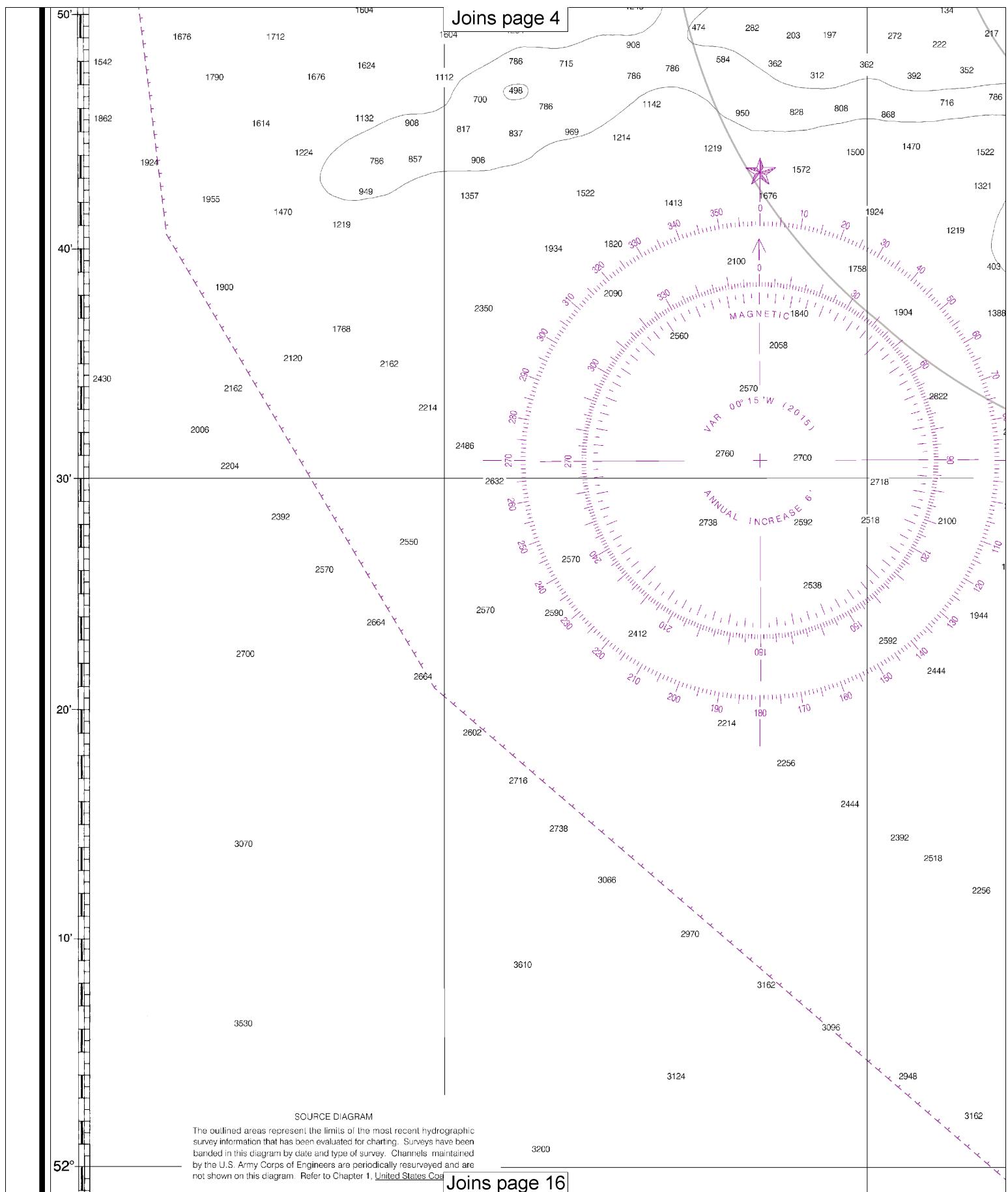
page 8

page 13

12th Ed., Dec. 2015. Last Correction: 5/26/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

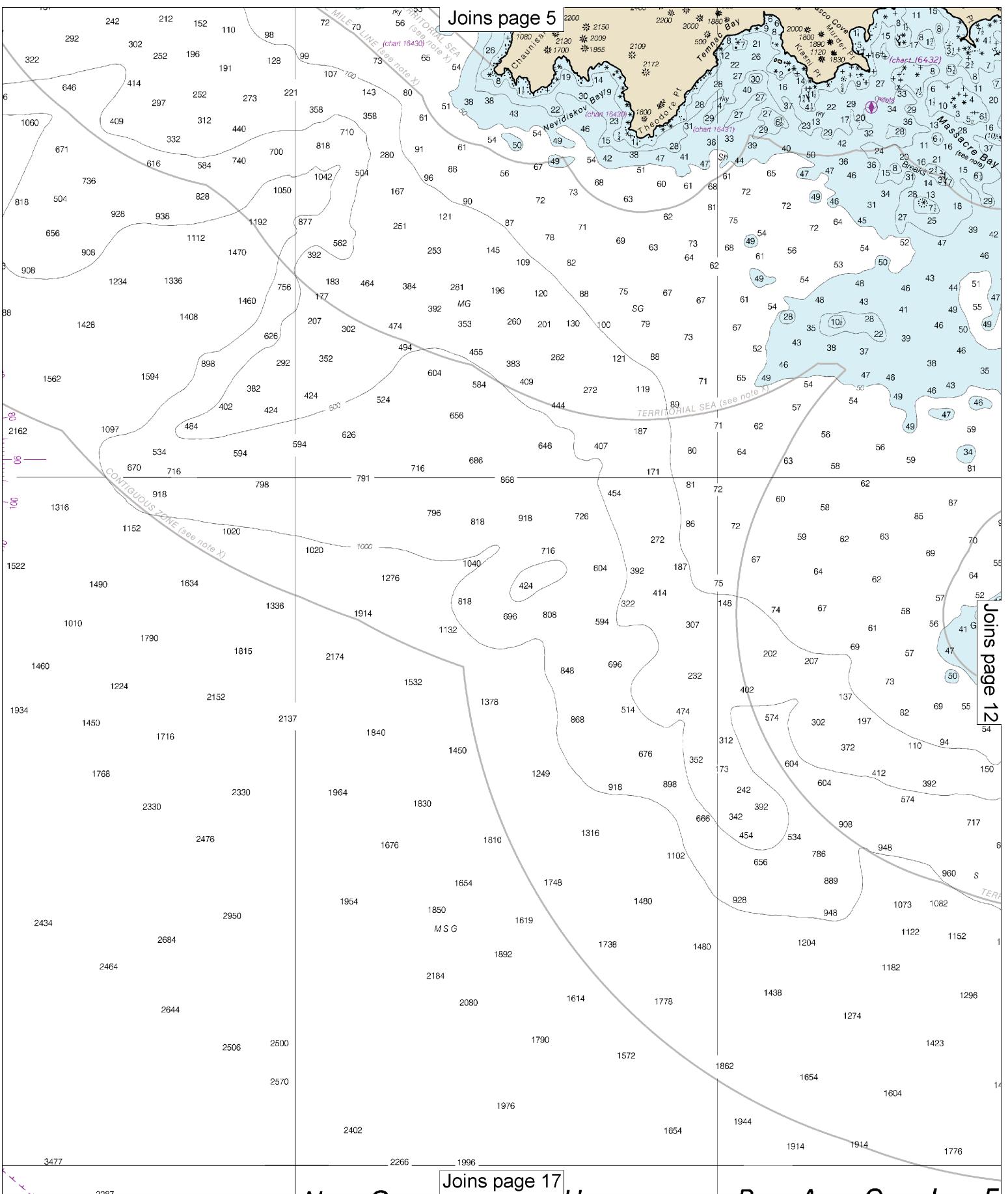






Note: Chart grid lines are aligned with true north.

Joins page 5



Joins page 6

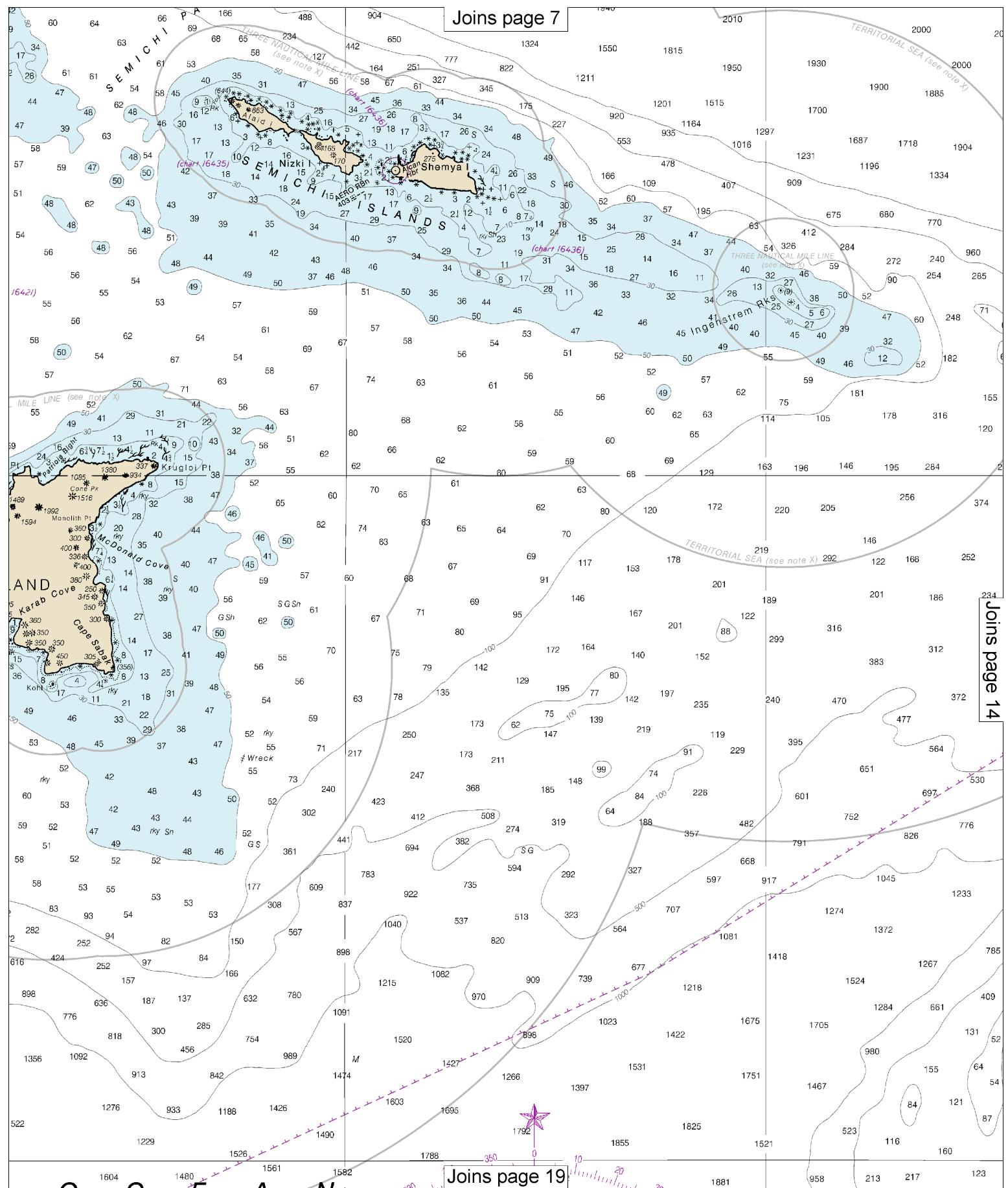
Joins page 11

Joins page 18

12

Note: Chart grid lines are aligned with true north.

Joins page 7



Joins page 8

Joins page 13

Joins page 20

14

Note: Chart grid lines are aligned with true north.

Joins page 9

Joins page 9

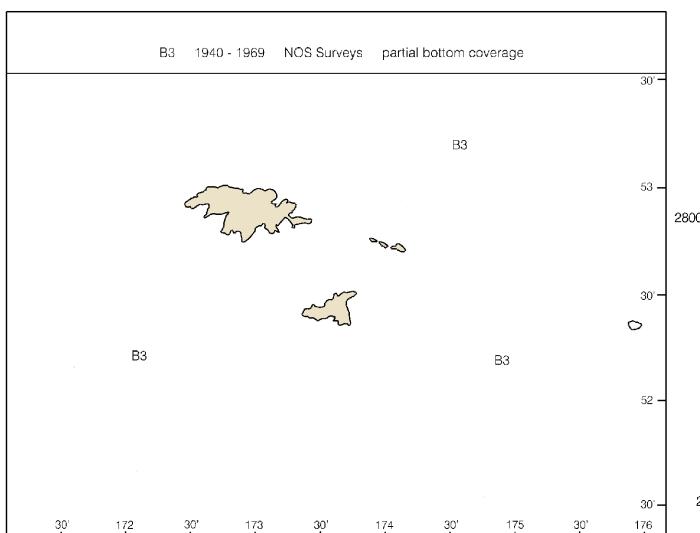
Joins page 21

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SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

AERO aeronautical	G green	Mo Morse code	R TR radio tower
AI alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HC lighthouse	Cc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blts boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shell
Cy clay	Gs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Reo reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NTM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit info about this chart at <http://www.nauticalchart.gov>

16420

12th Ed., Dec. 2015. Last Correction: 5/26/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

16

Note: Chart grid lines are aligned with true north.

3200

30

2800

30

2400

2964

3064

3514

3364

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.893° southward and 10.898° westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4° from the normal variation have been observed in Steller Cove on the North Shore of Attu Island.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

NOTE B

AREA TO BE AVOIDED (ATA)

All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016.

COLREGS, 80.1705 (see note)

International Regulations for Preventing Collisions The entire area of this chart falls seaward of the CO

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE X

Within the 12-nautical mile Territorial Sea, established some Federal laws apply. The Three Nautical Mile Line, outer limit of the territorial sea, is retained as it continues limit of the other laws. The 9-nautical mile Natural Resource of Florida, Texas, and Puerto Rico, and the Three Nautical most cases the inner limit of Federal fisheries jurisdiction jurisdiction of the states. The 24-nautical mile Contiguous mile Exclusive Economic Zone were established by Unless fixed by treaty or the U.S. Supreme Court, these to modification.

10' 20' 30' 40' 50' 172° East Longitude

2570

1976

1862

1654

1604

14

2402

2266

1996

1654

1944

1914

1914

1776

N O R T H P A C I F I C

2444

2142

2058

2058

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A

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2214

2236

2110

AREA TO BE AVOIDED
(see note B)

3332

302

2886

2508

2545

2340

2392

2424

2392

2928

2908

2802

2508

2886

3172

3172

3090

3532

3050

4027

3962

4007

3617

3107

3728

2928

2908

2802

2508

2886

3172

3090

3532

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3728

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1654

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1604

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1416

15

N O R T H

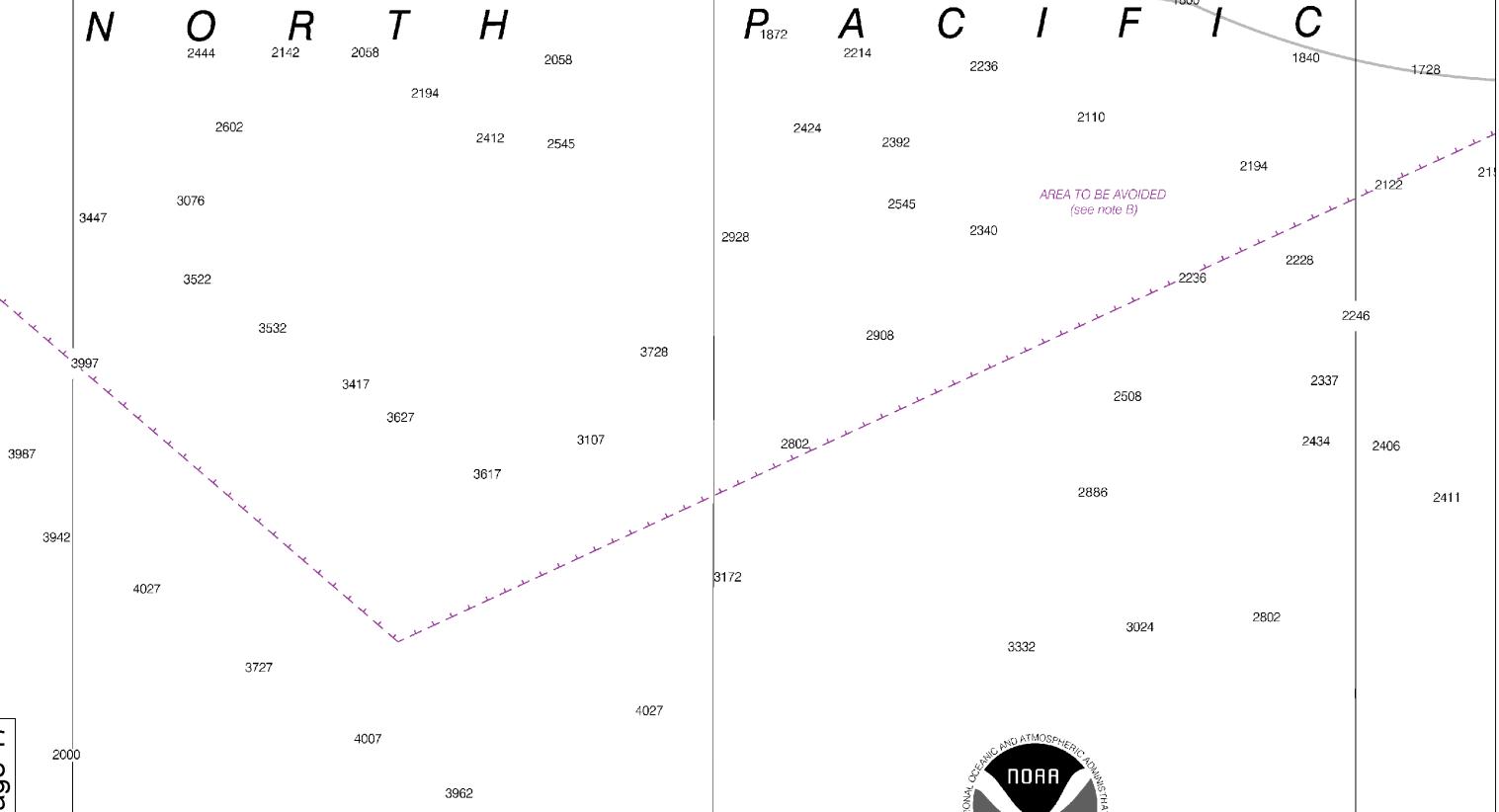
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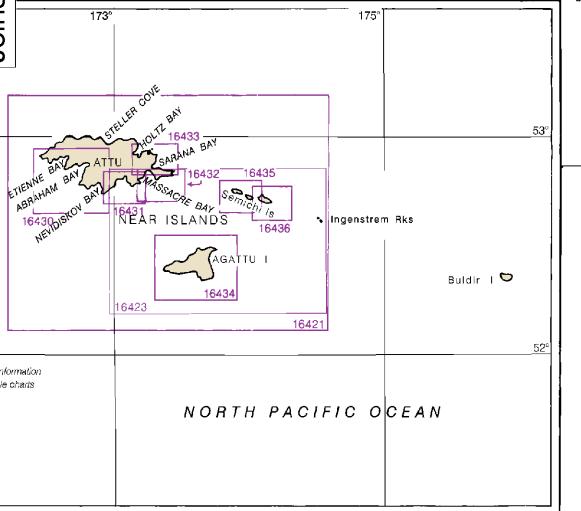
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C



Joins page 17



UNITED STATES
ALASKA - ALEUTIAN ISLANDS

NEAR ISLANDS

BULDIR ISLAND TO ATTU ISLAND

Mercator Projection

Scale 1:300,000 at Lat. 52°00'

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

3840

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30'

30'

40'

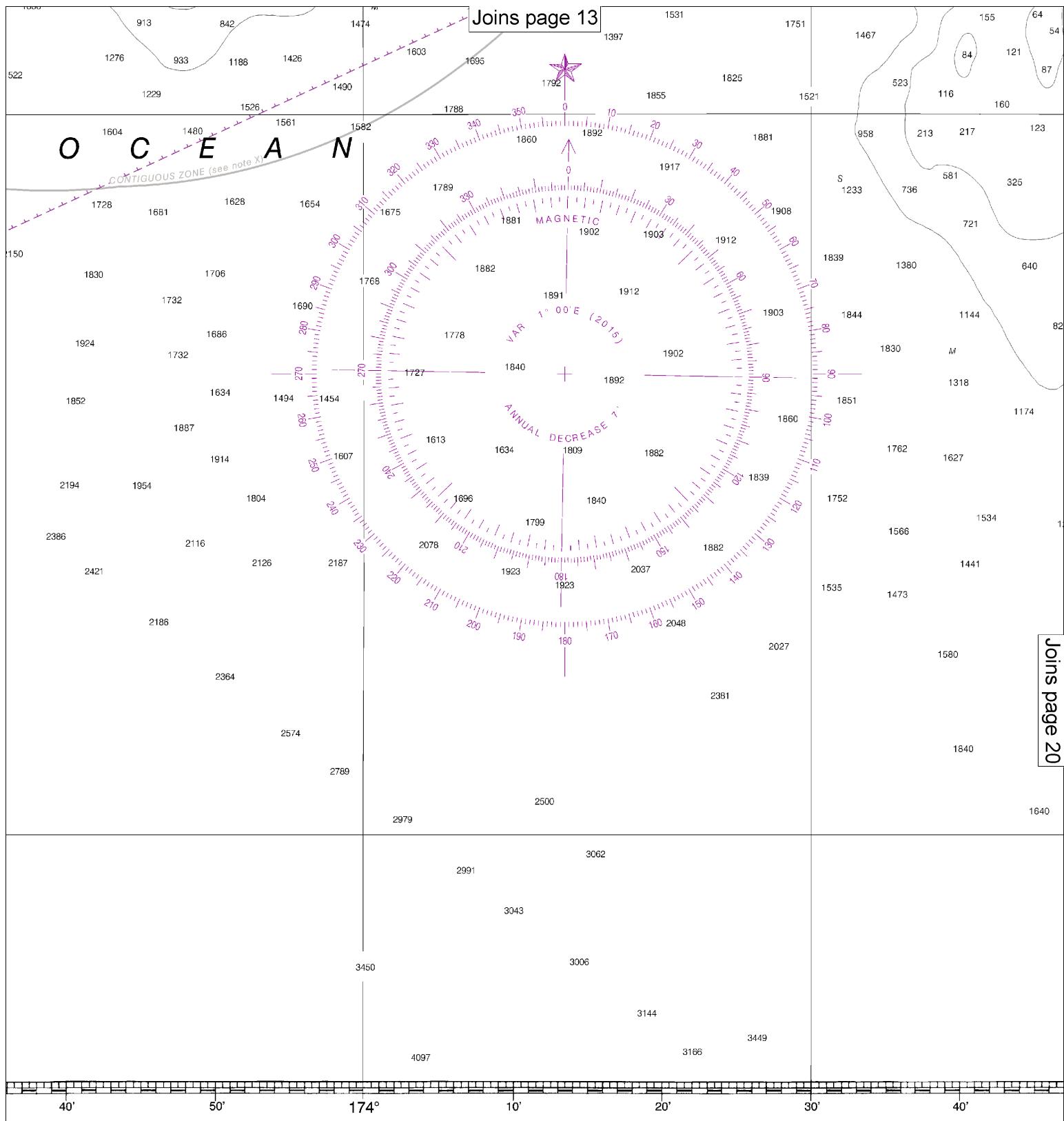
50'

173°

10'

20'

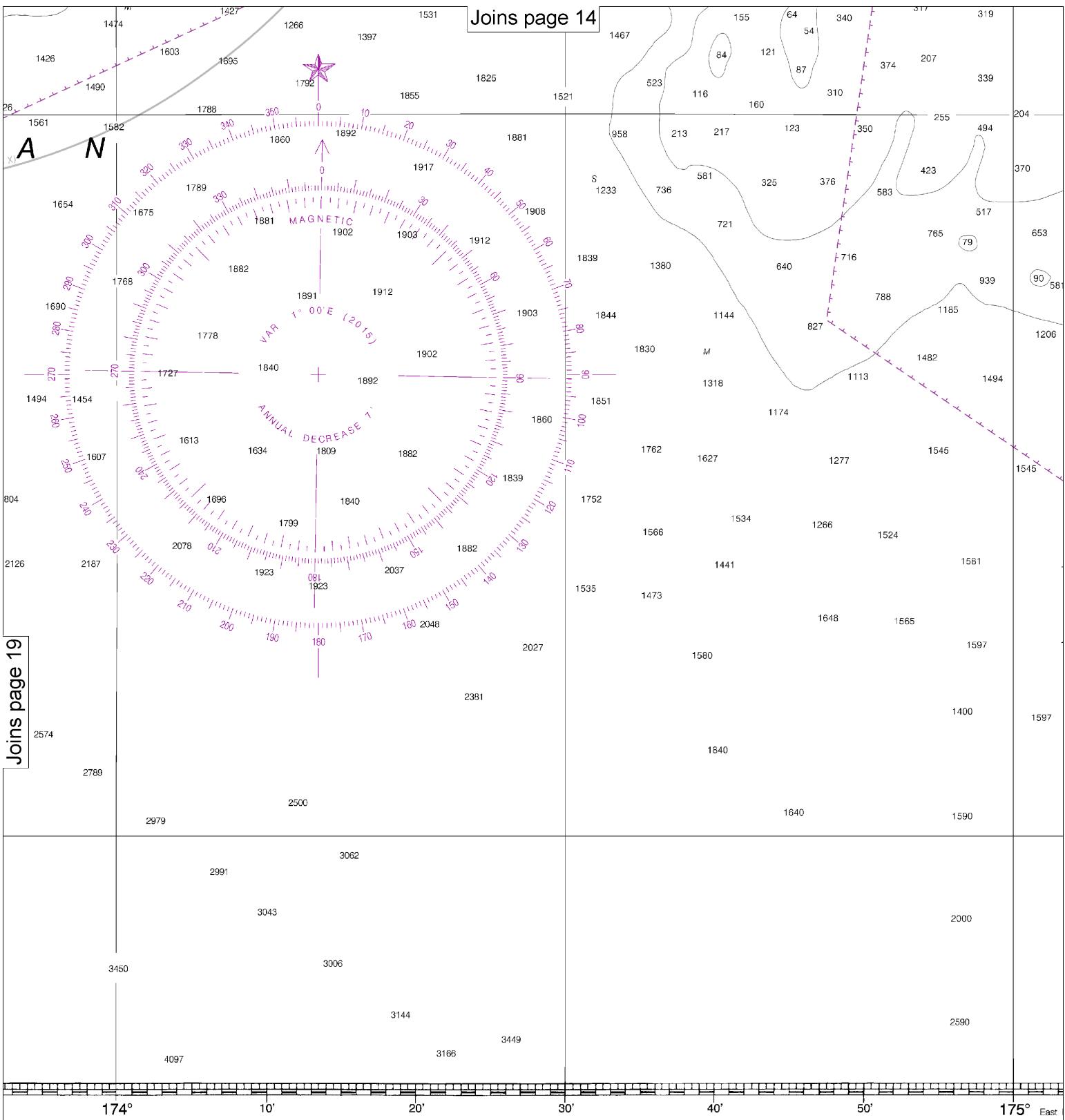
30'



at Washington, D. C.

MENT OF COMMERCE
D ATMOSPHERIC ADMINISTRATION
AL OCEAN SERVICE
OAST SURVEY

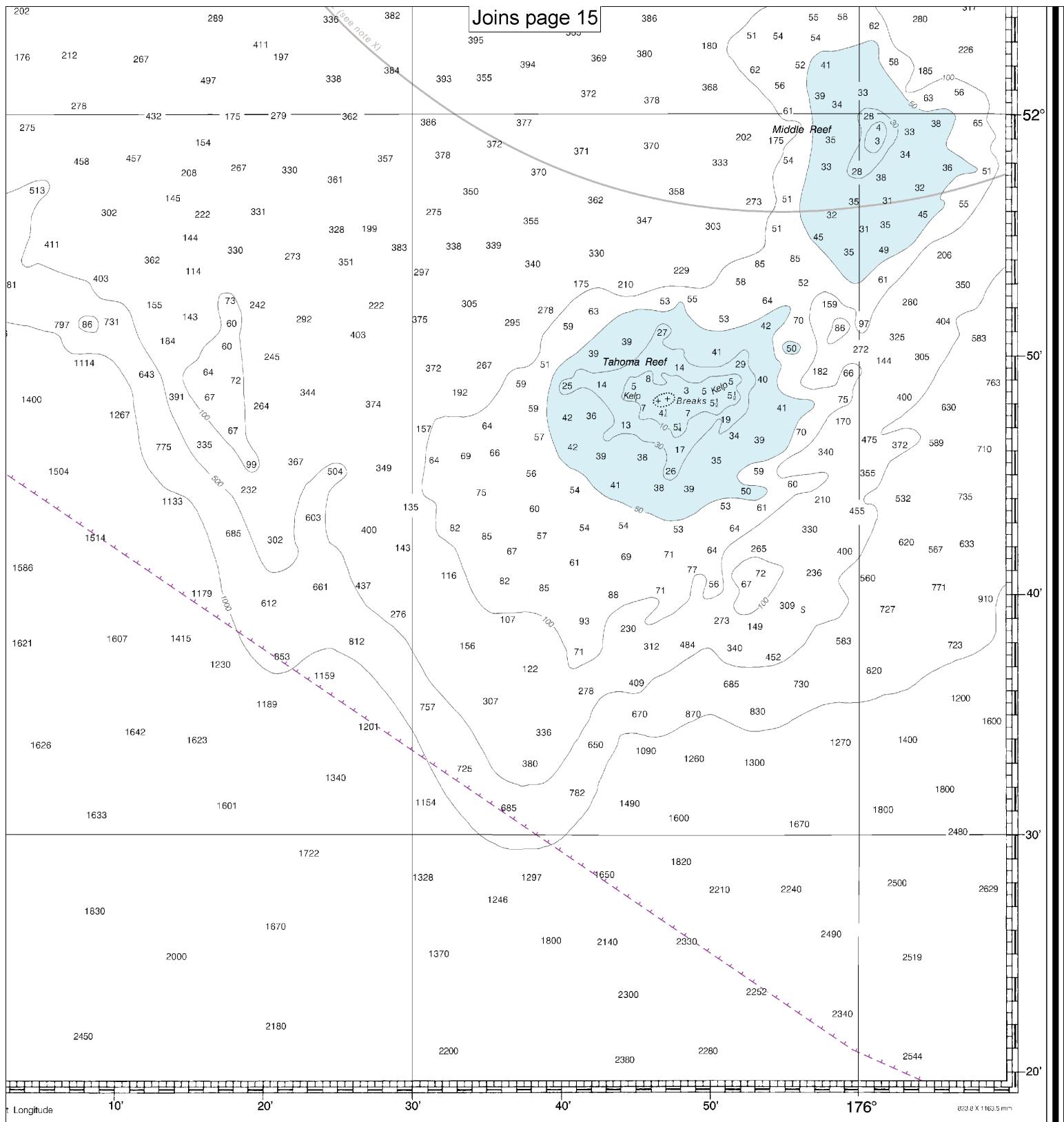
SOUNDINGS IN FAT



SOUNDINGS IN FATHOMS

20

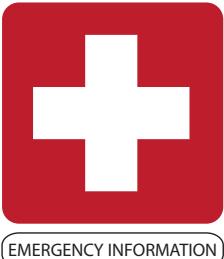
Note: Chart grid
lines are aligned
with true north.



Buldir Island to Attu Island
SOUNDINGS IN FATHOMS - SCALE 1:300,000

16420

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

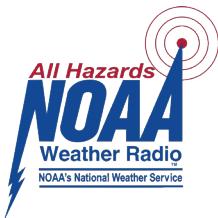
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Interactive chart catalog	— http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	— http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.